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Newsletter, January 2008

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This month’s contributors:

Michel Moreau
Jamie McIntyre
Ross Holden
Anne Renwick
Jack Geall

Notice of Meeting:

**Thursday, January 31, 2008 at
7:30 PM**

Topics:

Ingrid and Greg Wotton will present an Australian Air Park and a Defiant Project. As well, Jack Geall will describe his Zenith CH-200 TD project that is for sale.

Location:

**Room 204
Penfield Building
John Abbott College
Ste. Anne de Bellevue**

**Welcome New Member
Hank Smulders!**

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A word from our Chapter President...**Michel Moreau**

First of all, I would like to wish you all a very happy new year, good progress for those building and safe flying for those who are already flying.

In December we lost a long-time Chapter member: Joe Huspeka.

I did not know Joe very well. He was a reserved man and did not speak much at our Chapter meetings but he never missed one. Solicited, he would clarify a point; offer a precision, always very relevant. To obtain more from him one would have to wait for the coffee break. I know that he had been a Flight Engineer on Halifax during the war then an AME in Dorval. He had been restoring a Stearman and had flown his Tiger Moth across the continent. This was enough to command respect and admiration to many of us amateur flyers and builders.

Joe will be missed.

This month we are fortunate to welcome two speakers from Australia, our new friends Ingrid and Greg Wotton. They will introduce us to the flying wonders of their homeland and give us an update on their current project: the Defiant. It should be fascinating. The Defiant is a huge aircraft by our general standards. May be a Trans-Pacific vehicle?

In February we will have a presentation of an interesting project. A group of students of Sherbrooke University have designed and are building a small composite aerobatic airplane. They hope to be flying it in the summer. The whole project is done in a one-year time frame. We are anxious to discover their secret. Don't miss it.

Our respected past President, Jack Geall, has retired from aviation. He is applying his talents to woodworking now. I have seen some of his works and I can assure you that he doesn't lack talent!

Jack is selling a lot of equipment. The list is attached to the newsletter. The Chapter Board of Directors decided to acquire some of the tools. They will be available to our members for a small fee (similar principle as for the library books). Ross Holden will be keeping them. It is a modest first step. If the funds are available and the experience is successful the Chapter could buy more tools. Remember that some members are also willing to lend tools. We published a list in the past.

Jack is also selling his project: a Zenith on floats. The project is well advanced and would be ideal for an individual or a group anxious to fly and who would not want build for the next five years. Jack will be at the meeting to describe the project.

Finally, at its last meeting the Chapter Board passed a resolution regarding acquisition of books or videos.

"Members can ask the Librarian (currently Ed Hannaford) to consider having the Chapter acquire a book (or a video) that might be of general interest. The Librarian will make a recommendation and the Board of Directors will decide whether or not to acquire the publication based on its value to the membership, with input from the Treasurer based on our capital position".

Happy building and flying!

MMoreau

P.S. We have a lot of material for the next meeting, please be on time (19:30).

List of tools now belonging to the Chapter and available to the members.

1. Aircraft control cable tension gauge
Model BT-33-75D Burroughs for 3/32" and 1/8" cable
2. Aircraft brake pad riveting tool
J.P. Tools plus a bag of spare rivets
3. Aircraft 37° flaring tool for tubing for tubing
Imperial Eastman Model 400-F
4. Aircraft spark plug cleaning tool (air)
Vixen Model #12 + spark plug tray
Champion wire gap gauge
5. 7/8" Aircraft spark plug socket
#5328 Proto
6. Aircraft magneto timing synchronizer
7. Aircraft engine differential cylinder pressure tester
ATS Model 2E
8. Aircraft spark plug gap setting tool
Champion Model CT 415
9. 2 – 24" High support stands 3 leg support base
(adjustable jack stands)

If you need any of these tools please call Ross he will deliver at the next meeting. If you are in a hurry you will have to drive to his place: 19701 Maple Road, Williamstown, ON K0C 2J0. His phone number is 613-347-7451.

"Joe"

Jamie McIntyre

(The following tribute to Joe Huspeka originally appeared in the January 2008 edition of the St.Lazare Flying Club Newsletter and appears here thanks to permission from the author, Jamie McIntyre, who also provided the accompanying photographs. Ed.)

Joe was a fine and valuable asset to each of us, over many years. As a professional airplane engineer, he always had the right solution, and more often than not, the part or tool you needed, in the trunk of his car. Though not always jovial and gregarious, his sense of humour never left him, yet often hard to find beneath the surface. But he never lectured to those less technically adept. He would instead, look on and then say: "Have you tried doing that the other way around...?". And he would be right, without being superior.



In front of Joe's Tiger Moth, Rockliffe Airport, circa 2002. (left to right) Blair Barwick, Bill Wyman, Don Chamberlin (deceased), Jamie McIntyre, Joe Huspeka (recently gone west)

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<http://eaa266.org>

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Joe Huspeka was like an unpublished textbook. He knew everything there was to know about airplanes new and old. He rebuilt his Tiger Moth at least three times, and helped keep his and Don Chamberlin's DH-82's aloft for many years, together.

I always enjoyed his company on and off the field - and I cannot remember one instance where, at the tavern after a hot summer's flight, he was not the very first to slap twenty bucks down to cover the first pitcher of suds.

Joe's gruff exterior was a grand mask that covered a certain shyness, but once you got to know him, he was funny and happy as the rest of us.

Don's and Joe's Moths in formation with the Rockliffe Chipmunk



He told me once he didn't care much for the flying; he was more interested in the building and maintaining. That may be so, but there wasn't a happier pair than Joe and Don tree-topping in tight formation over the hills and farms of St. Lazare aboard their twin Tiger Moths. It was there he was in his element, and I am sure he was nowhere happier than on those bright and peaceful days. Just for the enjoyment of flying.

"How are you feeling, Joe?"

"Terrible," said Joe. Always "terrible". Perhaps not, but when you got to know him, the answer made a lot of sense. "Let's not talk about me; let's talk about airplanes."

Another Boly Rescued

Anne Renwick

Ste-Anne-de-Bellevue, QC. An unusual bird was spotted coming across the fields of Macdonald Farm campus of McGill University at the end of September. Amongst the initial migration of Canada Geese who touch down en route south, a warbird arrived at the Old Stone Barn, home of the Canadian Aviation Heritage Centre (CAHC).

Through the generosity of the Fondation Aérovision Québec the parts comprising Bolingbroke Mk IVT aircraft 10121/9120 were transferred into the hands and under the shelter of the CAHC. The problem of transport from St-Hubert Airport to Ste-Anne-de-Bellevue, was resolved through the generosity of Transport Procal Inc. who provided their trucking services. For the first time in years, this Boly is completely indoors, out of the weather and away from vandals, the initial step in the restoration process being undertaken by a group of eager CAHC volunteers.



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Developed originally in Britain as the Bristol 142M “Britain First,” its performance was so impressive (it was faster than British fighter aircraft at that time) that the British Air Ministry decided to develop the design into a fighter. Shortly afterwards, a bomber version initially called “Bolingbroke” was being studied which would be an improvement on the Blenheim’s performance. Production rights for manufacture of this version of the Bolingbroke for the Royal Canadian Air Force (RCAF) were granted to Fairchild Aircraft Ltd. of Longueuil, QC, Quebec

In all, seven contracts were issued to Fairchild (the last in June 1942) with total production reaching 626. The Bolingbroke was important to the history of aircraft production in Canada as it was one of the first all-metal (stressed skin type construction) aircraft, a method that was relatively new to aircraft production in Canada and which initially caused some difficulty for Canadian workers who had no previous experience with this type of construction.

Altogether, four versions were made; the IVT was the most numerous of all Bolingbroke variants for bombing and gunnery training. Canadian manufacturing ingenuity played an important part in the Boly’s development as many innovations proposed by the Longueuil workforce were adapted, resulting in significant production and manufacturing efficiencies.

The aircraft acquired by the Canadian Aviation Heritage Centre consists of parts from two airframes: serial numbers 10121 and 9120. Number 10121 was a Bolingbroke Mk. IVT (T=Trainer) operated by the RCAF from 1943 to 1946. After 1946, following years of civilian ownership and outdoor storage, it was acquired by the Canadian Museum of Flight in Langley, BC in 1982 where it was partially restored with parts from what is believed to be Boly 9120 and put on display in the markings of 9120. Boly 9120 was a Bolingbroke Mk. IV originally configured as a reconnaissance bomber.

In 1995 Fondation Aérovision Québec in St-Hubert, with financial assistance from the Macdonald-Stewart foundation, was able to purchase 10121/9120 from the Canadian Museum of Flight in Vancouver, B.C. and repatriate it to Quebec. An attempt was made to restore the aircraft in 2001; however, lack of facilities resulted in the aircraft going into storage once again.

Thanks to the co-operation between the Fondation and the Canadian Aviation Heritage Centre, this Boly is being given another lease on life not far from its original point of manufacture. Already custom stands have been/are being fabricated to hold the larger elements (fuselage, cockpit, empennage, etc.) for clear access and safe storage. A few Fairchild workers and Bolingbroke pilots have visited, offering their first hand stories of this latest bird to come across the fields to the Centre

And this one won’t be leaving with the geese!

For more information on this project, to volunteer, make a donation, and/or share Boly stories, please watch our website www.cahc-ccpa.com for the upcoming Bolingbroke link.



Aviation Clearance Sale

Jack Geall

Aircraft Mechanic Tools

- 1. Continental engine cylinder pushrod tube installation tool \$25.00
- 2. Aircraft battery hydrometer \$10.00
- 3. Aircraft high voltage spark plug cable tester Eastern Electronics Mode E-5 \$25.00
- 4. Bendix magneto lock tool + timing cables \$5.00
- 5. Lycoming engine piston ring compressor set K-D tools #850 6 piston sizes \$50.00
- 6. Continental engine cylinder base nut wrenches 4 of 1/2" 5/8", 3/4", 9/16" each: \$10.00
4:- \$40.00
- 7. Set of P&W engine tools 10 pcs. R-985, R-1340 \$100.00
- 8. 1 Set sound deadening ear muffs, Safety Supply \$10.00
- 9. Piper J-3 Undercarriage bungee installation tool \$50.00

Pilot Equipment

- 1. David Clark H10-30 helicopter radio headset with aircraft plug adaptor set and flight bag \$250.00
- 2. Complete Hush-A-Com intercom system for aircraft with two headsets, good condition \$350.00
- 3. Jeppesen flight plan case \$15.00

Aircraft Parts

- 1. Front wing strut for Fleet 80 Canuck misc. control system pushrods and brackets
- 2. Lycoming O-435 Crankshaft
- 3. Complete control yoke and control horns for Grumman AA-5A
- 4. 3 - Piper J-3 front wing rib assy
- 5. 2 - Solid tailwheel tires
1 Maule 6 x 2.5 new
1 General 6 x 2.0 used
- 6. 10" Aluminum spinner with backplate drilled for Lycoming flange and Sensenich wood propeller - (homebuilt aircraft) \$150.00
- 7. Volksplane VP-1 plans with fuselage & rudder assy, aluminum spring gear & misc. parts offers

Shop Equipment

- 1. Chain Block 1-ton like new \$100.00
- 2. I-Beam Trolley 1/2-ton like new \$50.00
- 3. Metal bender for flat, round and square metal (Mighty Mite Pro bender) with full set of bending dies Like New \$250.00
- 4. Engine support dolly for Subaru, Continental or Lycoming Engine \$25.00

Aircraft Project and Parts for Sale

- Zenith CH-200 TD Project painted and ready of electrical and engine installation with most parts to complete \$9,500
- 1 set E-Z-E Lift 1650 Floats just completed, pump outs, storage compartments dual water rudders, chromated in and out and painted silver, ready to install on our aircraft. \$12,500
- 1 Subaru MPFI EA82 115 H.P. Turbocharged engine completely overhauled, with computer, harness, and manuals \$2,500
- 1 Subaru MPFI EJ20 150 H.P. DOHC Engine with Marcotte reduction drive, new S.D.S engine computer and Bosch electric fuel pump \$7,500
- 1 Warp Drive 3 blade 72" prop with metal L/E and 12" UHS spinner to fit, all new \$1,500
- 1 Peugeot aluminum V-6 engine for A/C conversion, good condition \$1,200
- 1 Subaru EA82 SPFI engine with engine stand \$400

For further info and pictures,
contact Jack Geall:

At a fly-in: Red Mazda truck Quebec plates
BDR 733

At home: 819-274-2275 or 450-689-0359

By email: jackgeall@sympatico.ca

Unclassified**Free Ads for Paid-Up Members**

Doug Friend is selling his Falco F8-L. See <http://www.falcoforsale.com>

Location: St. Hyacinthe, QC (CSU3)
Registration # C-FKWF
Year completed: 1994
Total Time: 194.9 hours
Last Annual: February 2007
Kit Mfr's site: <http://www.seqair.com/>

The Falco is an Italian designed, low wing, all wood construction aircraft with retractable gear and a constant speed prop. It features a one piece spar. Phone: 514-772-0535.

For sale:- see Ron Hills, or call him at 514-684-6581

1. Firewall forward kit for installation of Subaru E-81 Stratus engine on Avid aircraft. Kit includes cowling, engine mount, radiator, all fittings, hoses, and drawings (everything except engine).
 2. Set of drawings for Acro Sport II biplane
-

1961 Piper Colt PA22-108 O235-C1B Lycoming, climb prop (43 pitch). TTAf 2708 Engine 1522. Univar Sealed Struts, Day or Night, Droop Wingtips. Federal 2000 main skis, NA1200 nose ski included. Wing and tail recovered 1994. Bendix Com 720 ch. Needs annual. Asking \$20,000 CDN. Call **Dave Downing** 613-632-0941 days, 613-632-6850 evenings.

Tie Downs & your Hangar Space now available at CLA6 25 min. from Isle au Torte Bridge off Hwy 401:

Lancaster Airpark Inc: N45 12.00' W074 21.75'. 145' ASL
2400ft x 125ft grass runway 07/25

22111 Old Hwy #2, Bainsville, ON Call **Gord Larsen**...514-697-5259 or 514-262-2470

VOLMER AMPHIBIAN Unfinished - fuselage almost done and primed. All cables for motor, tail feathers, all instruments, gear etc. in place. Aeronca Wings have to be rebuilt. New Ceconite for wing and tail feathers ready for covering. Lycoming 0290D engine 0 time, needs mags and carburetor. New gaskets, seals and SS flanges (\$2,000 worth of new parts and coverings). Motor brackets and mounts included. Asking \$15,000 obo. No reasonable offer refused. Call **Jerry Adams** at 613-525-4532 or email: jerryadams247@hotmail.com

Continental 90HP engine w. 4 certified cylinders, Stromberg carb, carb heat box, bracket filter, C-150 mufflers, engine mount, RPM, mags. Believed to have less than 50 SMOH. 2 cylinders currently removed for engine inspection. Call **Pierre Leduc**: 514-817-8421

Numerous PEGAZAIR 100 construction jigs available, contact **Neil Goldberg** at 514-231-8189

Mustang II for sale see http://www3.sympatico.ca/fhofmann/plane_for_sale.html

Aircraft parts see <http://www.eaa266.org/eea266-classifieds.htm>. For further information call **Frank Hofmann**: 514-696-4572



Laurentide Aviation

Cedars Airport Unicom: 123.5

Tel: (450) 452-4882 Fax: (450) 452-4405

E-mail: laurentide@sympatico.ca

<http://www.laurentideaviation.com/>

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- Restaurant

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- Advanced Training - Night/VFR OTT/ Instrument Simulator



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New:___ Renewal:___ Date:___/___/___

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Exp Date:___/___/___

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Other Aviation Affiliations:

COPA:___ RAA:___

Other: _____

Annual Dues: Sept 1st to Aug 31st: \$25

Make cheque payable to: EAA Chapter 266

Mail to: M. Moreau

238 Sherwood

Pointe Claire, QC H9R 2R8

Contact Us!

<http://eaa266.org>